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July 1, 2015

238739

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

ENTERED
Office of Proceedings
July 1, 2015
Part of
Public Record

**Re: STB Ex Parte No. 724 (Sub-No. 3), United States Rail Service Issues—Data
Collection**

Dear Ms. Brown:

Enclosed for electronic filing in the above captioned proceeding is the Weekly Report of BNSF in response to the Board's Order of October 8, 2014. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to be "Jill K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

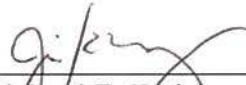
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

BNSF Railway Company (“BNSF”) provides the following weekly report in response to the Board’s Order of October 8, 2014 in the above referenced sub-docket. The Board’s Order contained requests for reporting that can be grouped into three separate categories: (i) weekly railroad-specific reporting on performance metrics for that railroad’s network; (ii) a weekly overview of the operating conditions in the Chicago gateway including specific metrics regarding Chicago terminal inventories and trains held for delivery to Chicago; and (iii) a report summarizing the current Chicago Transit Coordination Office (CTCO) service contingency protocols, including Alert Levels, with notice of future changes. Covered parties are required to submit weekly reports of data responsive to the Board’s requests, which are described as temporary.

Included with this pleading is an electronic spreadsheet containing BNSF’s weekly submission of data responsive to the first category of data requests in the Order, which cover BNSF-specific network performance measures. A hardcopy of the spreadsheet is also included herein as Attachment A. Information responsive to the second and third categories of requests is being submitted on behalf of BNSF and the other Class I railroads through the AAR in a separate filing that will also be updated according to the schedule contained in the Board’s Order.

BNSF will continue to update the enclosed spreadsheet on a weekly basis, and will continue to review available data sets and definitions as we gain more familiarity with the data sources relied on for this report. We repeat our earlier caution against drawing firm conclusions based on the absolute values reported in BNSF's report or across the various railroads that are also submitting data. BNSF will also continue to engage frequently and substantively with our customers through direct conversations, and through broader communications and letters, customer forums, meetings and broadcasts to provide real-time information around our service challenges, our short-term and long-term plans to increase network velocity, and our progress against those plans, and to ensure we hear their perspectives and feedback.

Respectfully submitted,



Richard E. Weicher
Jill K. Mulligan
BNSF RAILWAY COMPANY
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July 1, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	6/21/2015
			Date Week Ended:	6/27/2015

1. System-Average Train Speed by Train Type for the Reporting Week (MPH)	
Intermodal	30.1
Grain unit	21.9
Coal unit	19.8
Automotive unit	23.7
Crude oil unit	22.2
Ethanol unit	20.0
Manifest	20.6
All Other	18.9

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains	
System Average	26.3

2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals In Terms Of Railcar Capacity	
Barstow, CA	41.4
Denver, CO	27.8
Fort Worth, TX	26.5
Galesburg, IL	27.6
Kansas City, KS	30.8
Lincoln, NE	30.6
Memphis, TN	19.2
Northtown, MN	35.8
Pasco, WA	35.3
Tulsa, OK	31.1

3. Total Cars On Line by Car Type for the Reporting Week	
Box	11,242
Covered hopper	67,069
Gondola	8,764
Intermodal	17,054
Multilevel (automotive)	6,823
Open hopper	63,003
Tank	52,733
Other	10,816
Total	237,504

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours	
Grain	6.8
Coal	3.1

Automotive	24.3
Crude Oil	3.5
Ethanol	10.2
All Other Unit Trains	16.0

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause

Train Type	Cause						Total
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		
					Number	Briefly Explain Cause	
Intermodal	14	0	2	5	122	Road, Terminal, Other	143
Grain unit	20	2	5	2	56	Road, Terminal, Other	85
Coal unit	65	0	13	2	158	Road, Terminal, Other	238
Automotive unit	6	2	4	0	20	Road, Terminal, Other	32
Crude oil unit	2	0	2	2	23	Road, Terminal, Other	29
Ethanol unit	5	0	0	0	9	Road, Terminal, Other	14
Other unit	5	0	37	0	67	Road, Terminal, Other	109
All other trains	36	24	28	2	163	Road, Terminal, Other	253
Total	153	28	91	13	618	Road, Terminal, Other	903

6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:

	Greater Than 120 Hours		Greater Than 48 but Less than or Equal to 120 Hours	
	Loaded	Empty	Loaded	Empty
Intermodal	93	651	960	2,352
Grain	262	709	1,722	2,048
Coal	29	566	455	991
Crude Oil	3	67	165	456
Ethanol	189	40	313	901
Automotive	57	60	1,483	654
All Other	1,007	1,895	12,147	13,626

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began:	6/21/2015
			Date Week Ended:	6/27/2015

7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01132 (corn), 01133 (oats), 01135 (rye), 01136 (sorghum grains), 01137 (wheat), 01139 (grain, not elsewhere classified), 01144 (soybeans), 01341 (beans, dry), 01342 (peas, dry), and 01343 (cowpeas, lentils, or lupines). "Total grain cars loaded and billed" includes cars in shuttle service; dedicated train service; reservation, lottery, open and other ordering systems; and, private cars. Additionally, please separately report the total cars loaded and billed in shuttle service (or dedicated train service) versus total cars loaded and billed in all other ordering systems, including private cars.

Instruction: Please enter "0" if no data is being reported for a field.

State	Total Grain Cars Loaded and Billed For All Ordering Systems	Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems	Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service
AL	0		
AR	0		
AZ	6		6
CA	0		
CO	171		171
CT	0		
DE	0		
FL	0		
GA	0		
IA	564	333	231
ID	6		6
IL	460	448	12
IN	0		
KS	231	222	9
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	1,102	1,009	93
MO	113	111	2
MS	0		
MT	1,174	674	500
NC	0		
ND	1,608	670	938
NE	825	554	271
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	110	110	
OR	2		2
PA	0		

RI	0		
SC	0		
SD	1,830	1,545	285
TN	0		
TX	216	101	115
UT	0		
VA	0		
VT	0		
WA	78		78
WI	43		43
WV	0		
WY	8		8
Total	8,547	5,777	2,770

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 6/21/2015
			Date Week Ended: 6/27/2015

8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad
AL						
AR						
AZ						
CA						
CO	10	2.9	2	231		
CT						
DE						
FL						
GA						
IA			9	49		
ID						
IL				1		
IN						
KS	4	2.5	1	23		
KY						
LA						
MA						
MD						
ME						
MI						
MN	10	1.2	43	74		
MO				19		
MS						
MT	10	1.6	10	519	8	
NC						
ND	97	2.0	50	987	82	
NE				112		
NH						
NJ						
NM				2		
NV						
NY						
OH						
OK	10	3.0	10	30		
OR						
PA						
RI						
SC						
SD				241		
TN						
TX	4	2.0	4	100		
UT						
VA						

VT						
WA				48		
WI			4	78		
WV						
WY				13		
TOTAL	145	2.0	133	2,527	90	0

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Railroad: BNSF	Year: 2015	Reporting Week:	Date Week Began: 6/21/2015
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9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks

Region (Please Specify Destination Region)	Trip Plan	Trip Performance			
	June Plan	6/27/2015	6/20/2015	6/13/2015	6/6/2015
System	2.5	2.5	2.6	2.4	2.8
CA	2.3	2.2	2.4	2.4	2.3
Gulf	3.0	1.7	2.6	1.7	2.6
Mexico	1.5	1.4	1.7	1.4	1.9
PNW	2.6	2.8	3.1	2.6	3.2
West TX	3.4	3.4	2.3	3.0	4.0

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Loadings Plan	Loadings Average
Powder River Basin	45.0	40.4
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	2.1